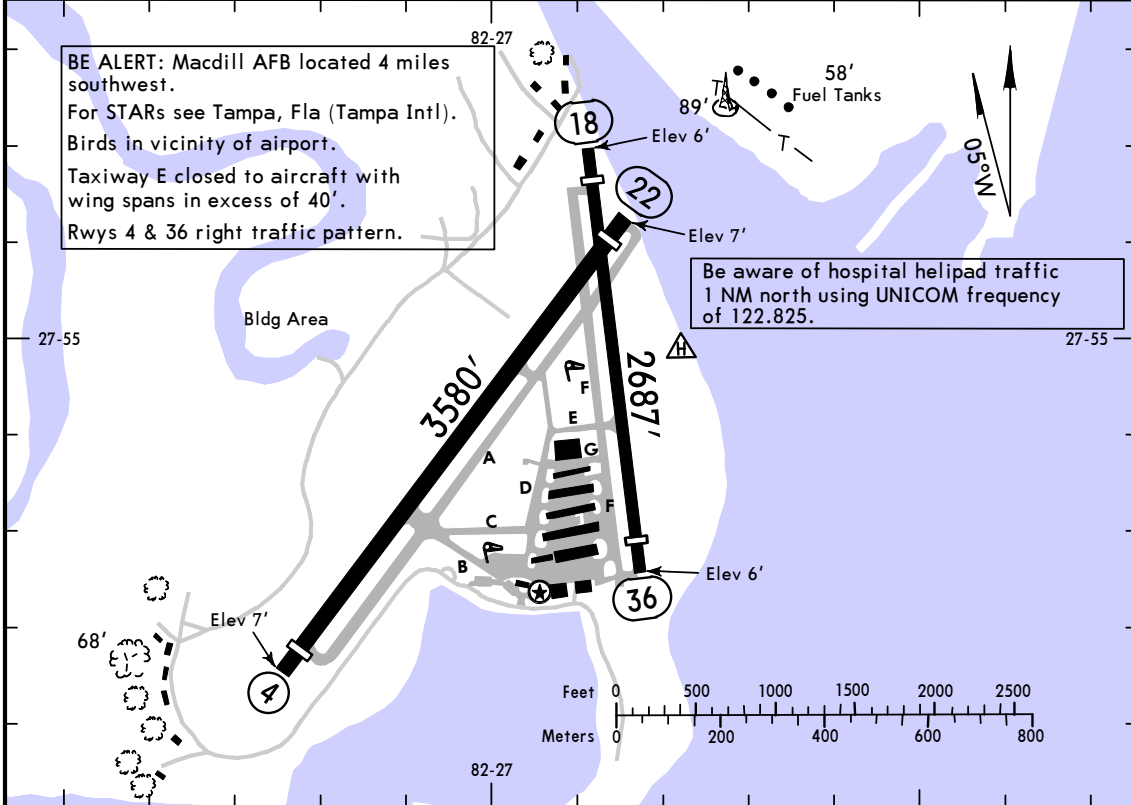


ASOS <b>118.92</b>	TAMPA Clearance <b>119.8</b>	KNIGHT UNICOM CTAF <b>122.72</b>	TAMPA Departure (R) <b>119.9</b>
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**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
4	① MIRL ① VASI-L	② 3230'		3405'	100'
22	① MIRL ① REIL	③ 3405'			
18	① MIRL TDZ	④ 2283'		2486'	75'
36	① MIRL ① PAPI-R (angle 3.0°)	⑤ 2283'		2484'	

- ① Activate on 122.72.
- ② Last 176' is unavailable for landing distance computations.
- ③ Last 1' is unavailable for landing distance computations.
- ④ Last 201' is unavailable for landing distance computations.
- ⑤ Last 203' is unavailable for landing distance computations.

**TAKE-OFF**

	Rwy 22		Rwy 18			Rwys 4, 36
	Adequate Vis Ref	STD	With Min climb of 260'/NM to 300'		Other	
			Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	300-1	NA
3 & 4 Eng		1/2		1/2		

**FOR FILING AS ALTERNATE**

	Authorized Only When Local Weather Available RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 36	Other
A	800-2	NA
B		
C	NA	NA
D		

ASOS 118.92	TAMPA Approach (R) 119.9	KNIGHT UNICOM CTAF 122.72
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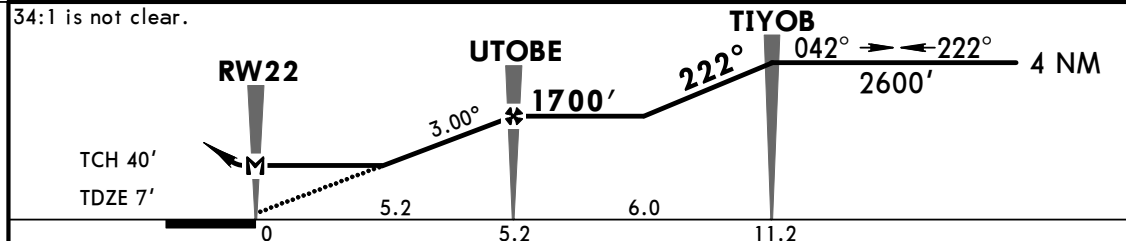
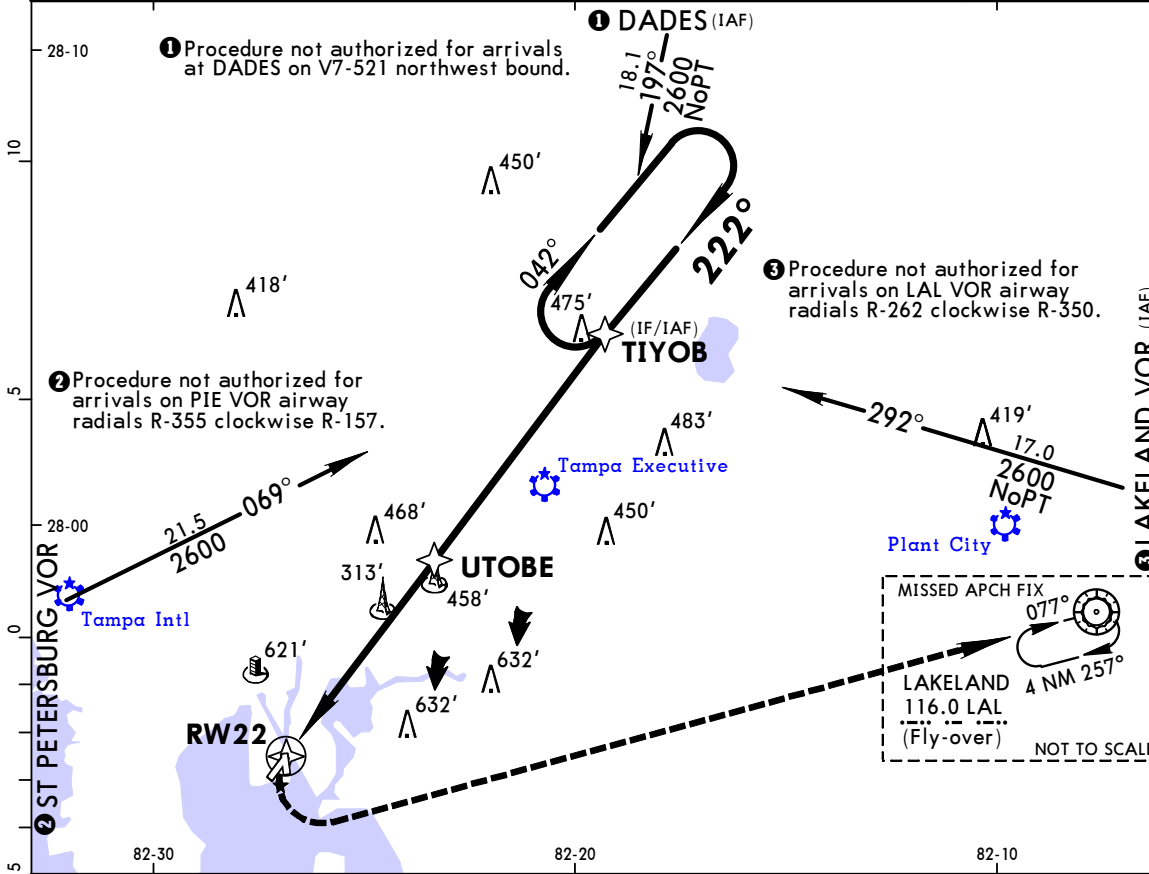
RNAV	Final Apch Crs <b>222°</b>	Minimum Alt <b>UTOBE</b> 1700' (1693')	LNAV MDA(H) (CONDITIONAL) <b>580'</b> (573')	Apt Elev 8' TDZE 7'	2700'
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**MISSED APCH: Climbing LEFT turn to 2700' direct LAL VOR and hold.**

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Night landing Rwy 4, 22 not authorized. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.72.

MSA RW22



Gnd speed-Kts	70	90	100	120	140	160	REIL	2700'	LT	LAL 116.0
Descent Angle 3.00°	372	478	531	637	743	849				

	STRAIGHT-IN LANDING RWY 22 LNAV		CIRCLE-TO-LAND Not Authorized to Rwy 18 and Northwest of Rws 4-22	
	MDA(H) 580' (573') With Local Altimeter Setting	MDA(H) 600' (593') With Tampa Intl Altimeter Setting	With Local Altimeter Setting MDA(H)	With Tampa Intl Altimeter Setting MDA(H)
A	1	1	90 660' (652') -1	90 680' (672') -1
B	1	1	120 700' (692') -1	120 720' (712') -1
C	NA	NA	NA	NA
D	NA	NA	NA	NA

KTPF/TPF  
KNIGHT

**JEPPESEN**

TAMPA, FLA

9 SEP 16

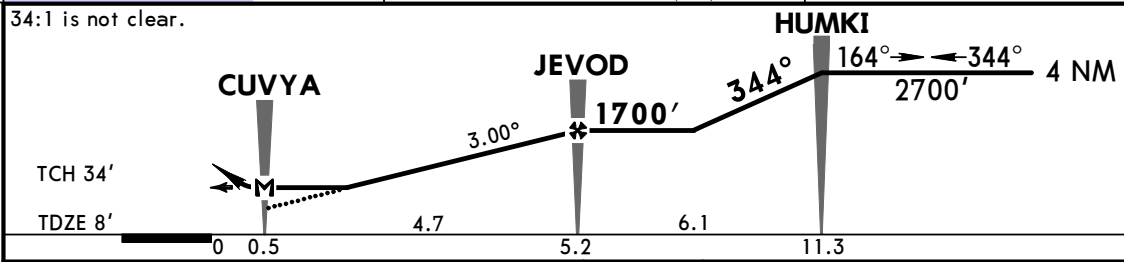
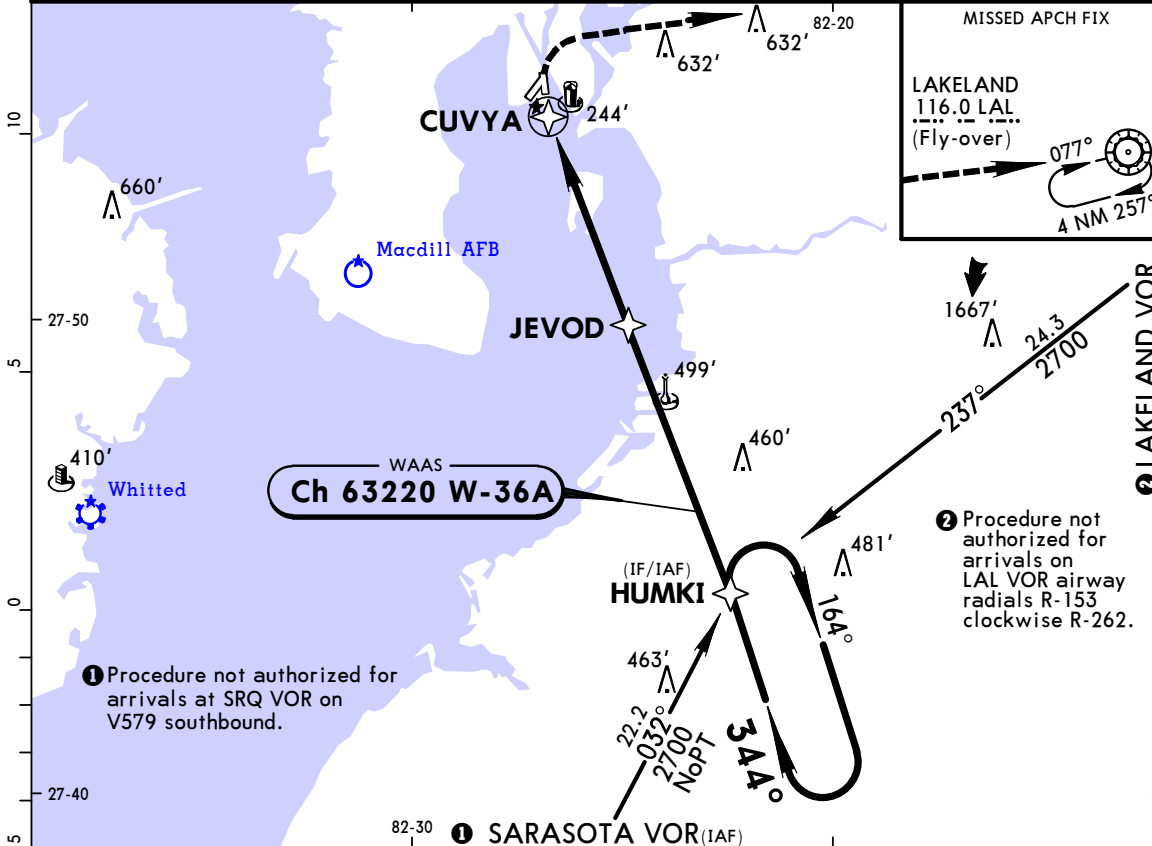
(12-2)

CAT A & B

RNAV (GPS) Rwy 36

ASOS 118.92		TAMPA Approach (R) 119.9		KNIGHT UNICOM CTAF 122.72	
WAAS <b>Ch 63220</b> W-36A	Final Apch Crs <b>344°</b>	Minimum Alt <b>JEVOD</b> 1700' (1692')	LP MDA(H) (CONDITIONAL) <b>440'</b> (432')	Apt Elev 8' TDZE 8'	2700'
<b>MISSED APCH:</b> Climbing RIGHT turn to 2700' direct LAL VOR and hold.					MSA CUVYA

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. Night landing Rwy 4, 22 not authorized. 2. Use local altimeter setting; if not received, use Tampa Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Helicopter visibility reduction below 1 SM not authorized. 5. Final approach course offset 13.93 degrees. 6. Pilot controlled lighting 122.72.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	2700'	D	LAL 116.0
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at CUVYA								RT		

TERPS		1 STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
		2 LP	3 LNAV	Not Authorized to Rwy 18 Not Authorized Northwest of Rwy 4/22	
		MDA(H) 440' (432')	MDA(H) 500' (492')	With Local Altimeter Setting	With Tampa Intl Altimeter Setting
				MDA(H)	MDA(H)
A		1	1	90 660' (652') -1	680' (672') -1
B				120 700' (692') -1	720' (712') -1
C		NA	NA	C NA	NA
D				D NA	NA

1 Straight-in minimums not authorized at night. 2 MDA(H) 460' (452') with Tampa Intl altimeter setting. 3 MDA(H) 520' (512') with Tampa Intl altimeter setting.